

# Crankshaft Journal

Editor: Richard Heyman

## Central Fraser Valley Chapter Newsletter

Vintage Car Club of Canada

for back issues and more, go to our website: [fraservalley.vccc.com](http://fraservalley.vccc.com)

VCCC website: [www.vccc.com](http://www.vccc.com)

Celebrating  
38+ years!

Celebrating  
38+ years!

### September 2020

#### Table of Contents

Restoration Update pg. 1-2  
President's Message pg. 2  
Keith Jackman Obituary pg. 3  
Got Dim Headlights? pg. 4-6  
Want Ads pg. 7-8



## Restoration Update - by Fraser Field

### THE END IS NEAR, YES I CAN HEAR A DISTANT RUMBLE



1948 Chevrolet Ambulance...just about there!

The story starts in May of 2011 when a good friend in Cranbrook mentions that there is a cool old ambulance at a neighbour's house and it might be for sale. My Paramedic mind quickly became alert and before long we are on our way to the mystery vehicle. In a building looms a big grey beast. The story goes that it was a GM prototype built for the Sullivan mine and also served the town of Kimberly.



The way it was

Documentation and an original newspaper article confirm the history. Opening the big suicide side door reveals it has all the medical equipment of the day still in place along with all the service records from new. Quite a find, and as it was always stored inside there was no rust just a coat of grey paint which looked like it was left over from a WW2 navy

vessel. A short negotiation and I drive down the road the proud owner of another old ambulance.

It was a brute, powered by the original 216, a non-synchro transmission and a top speed of 40MPH. Equipped with Armstrong steering I aimed it rather than drove it. The decision was made to update it somewhat to make it a better driver.

The hunt was on, a 261 truck engine was tracked down and sent out for rebuild, new modern brakes installed all round and many more elite parts searched and obtained. After months of work, hardships and smiles, all car people who build their own know the drill. The motor finally arrives and we work a day and a half doing a pristine installation..... all for naught,



The Brute in battleship grey

the internal oil line wasn't connected and when it started it sounded like an old Dodge diesel. The builder (JOKE) says it was something we did, I agree we made the mistake of turning the key. Heartache after four years of work. Cross Canada dream of using it shattered. Life goes on; the '48, its grey paint now a shiny red is condemned to a corner of the barn, with an empty hole where an engine should purr. Not unlike the empty spot in my heart after so much effort was put in by Family and friends.

Fast forward four years and me and the old Chevy have a long chat one rainy Saturday afternoon. We come to the conclusion that I'm going for it, the dream is alive again. The rumour spreads through the family and my son surprises me with a beautiful crate engine, a Father's Day present. Yes a tear was visible and the excitement was renewed.

The past several weeks I've put in countless hours of pure joy getting the Panel up to snuff. "I know I should give it a name" The Pontiac was named big Red so maybe Big Red II would be appropriate.

The biggest problem was finding all the parts I had squirreled away over the past few years. Some incredible surprises emerged from the high shelves and dark corners of the ninety year old dairy barn. Last week all the parts were assembled and we are ready for install, Life is good.

I hope to have October 1<sup>st</sup> as the reveal day, no let's make that the 15<sup>th</sup>; you know what fate can do.

Fraser

## President's Message – Frank Nicolette



It's nearly fall, and we are having some of the best weather of the year. Shine up your favourite vintage car and go for a drive, or even take your modern car.



Kathy and I have been out on a few drives, some longer, some shorter, just to

get out and enjoy the day. We have joined others in a couple of wonderful trips within the Valley, it just takes a phone call or email to friends and very soon you could have a great road trip organized for an afternoon jaunt. There are many backroads in the Valley, north and south of the river yet to be discovered and what better way than in an old car on a beautiful fall day. Many members have been fixing, tuning, tweaking, modifying or restoring their rides; with all this "isolation" hopefully those projects are coming to a finish, you still have time to take out the car for a test drive.

When asked what you did over the summer of 2020, listing off all the jobs completed that were taken out of the old job jar, will make for a very impressive list. The only downside is that now "we've" set a new standard and the expectation level maybe a challenge next year. Once things get back to normal, we will have car shows and events, parades, and circle tours to occupy our time.

Our Chapter's executive continues to meet and hold executive meetings in members' backyards and patios. Conducting business during these trying times, has created some challenges indeed. I wish to acknowledge, the Ganskes' and Lewis' and thank them for opening up their backyards to host the meetings. Unfortunately, the good weather may end soon, and we will need to look indoors for meetings which will create even more of challenge as we need to safe distance.

Elections will be upon us in the month of November, and we have Plan A for how the election can be conducted. Our annual Christmas Party is in jeopardy this year, we have not yet cancelled the event but there are number of things in play still and unless infections numbers improve and we are allowed to host larger groups it may be another casualty of Covid 19.

We have had a couple tours over the summer and it's been fun to once again gather and socialize responsibly outdoors. I hope that you were able to partake in some of the activities be it our Chapter or other clubs, or businesses that have organized tours and events.

Please look forward to more emails and info coming your way, Richard Heyman our editor in chief has been working diligently to get our Crankshaft Journal out to you via email or mail. Once again if anyone has interesting stories, humorous or not, please forward them to Richard. Please take some time and visit the VCCC website to enjoy some past Chapter History or to catch up on what other Chapters are doing. Till we meet again, take care

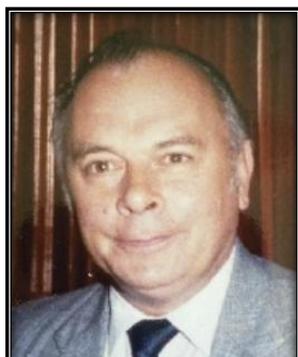
Frank Nicolette

CFVVCC President

## Keith Jackman 1935-2020

JACKMAN, Philip "Keith"

Husband, Father, Dedicated Professional and  
Automotive Enthusiast



**Keith Jackman  
1935-2020**

On Monday, August 10, 2020, Philip "Keith" Jackman, loving husband, father, dedicated professional and automotive enthusiast, unexpectedly passed away at the age of 84 in his home in Langley, BC. Keith was born in 1935 at Matsqui, BC, middle child to James Andrew Jackman and Gladys Marguerite (Lidstone) Jackman. His mother Gladys passed away in 1943, early in his youth leaving his father Andy to raise three children on the family dairy farm.

Keith met his lifelong love Donna Ruth (Peers) Jackman. They married on April 13, 1957 and proudly lovingly raised three sons: Philip, Brent and Craig.

Keith graduated from Philip Sheffield High School, he then attended post secondary in various College(s) courses after high school and throughout his working career.

Keith's accomplished career started in the private sector then entered the Proud B.C. Civil Service where he started as a clerk, moved to an Office Manager & Driver Examiner for the Motor Vehicle Branch in Abbotsford. In 1972 he moved his family to Victoria after being successful in the career competition for Administrative Officer of the Motor Vehicle Branch. After years of service and another competition he proudly became Superintendent of Motor Vehicles of BC. He was dedicated and worked hard in this capacity. He felt privileged for the benefit of the professional and personal relationships the position afforded him.

Keith loved people and loved to help all with his knowledge, understanding, expertise and calm sensible approach. He was thankful for the wonderful experiences of meeting people from all walks of life and cultures, from this country and many other nations. He loved his great fortune to have met, known, befriended and assisted so many wonderful people. He was immensely proud of the tremendous amount of lifelong friends he had accumulated and considered it a personal blessing.

In his retirement Keith continued and expanded his collection and restoration passion of antique and collector cars, equipment plus other unique items for many years. He was inducted into The Greater Vancouver Motorsports Hall of Fame. He was also a director for the Victoria Airport Authority. Keith was the recipient of an enormous amount of awards over his lifetime. He was a tireless advocate for BC heritage and the Jackman family pioneering history that included Royal Engineer Philip Jackman and his accomplishments.

Keith enjoyed the enjoyed large proud network of family. He will be missed by all.

Keith is survived by his loving wife Donna; sons: Philip (Barbara), Brent (Karen) and Craig; grandchildren: Christopher, Travis, Gillian, Andrew, Dillon, Leah; great-grandchildren; brother John; and sister Marguerite.

Memorial Service will be delayed due to the exigencies of Covid-19. Date and time TBD.

In lieu of flowers: If wishing to pay condolences, please donate to Jackman Manor Residential Care in Aldergrove. This is the facility caring for Keith's lifelong love Donna Jackman.

## Upcoming Events

October 1-4<sup>th</sup> – Mahogany and Merlot Tour – cancelled

## Got Dim Headlights?

### *Use a relay to brighten them up – by Richard Heyman*

**Most of our old vehicles are 6 volts;** some, like Ford having 6 volts and positive ground (not a good idea). Six volts requires wires to be almost twice the gauge compared to a 12 volt system. High demand items such as headlights and their switches require a great deal from the battery. So, at idle, with the generator not charging, headlights can get pretty dim due to resistance. In order to get any type of quality power, especially when it comes to headlight brightness, the generator needs to be generating or the switches need to be better. If your headlights dim down like mine to the power of a couple of candles when at idle or very slow engine speeds, one way to improve the intensity is to incorporate relay switches. That's what I did.

**A long, long time ago,** I rewired Henry, my '39 Ford pickup with what I thought were good, stout wires. Actually I rewired him at least *three* times; each time using a fatter gauge wire, hoping to improve headlight brightness. I was not very successful. With my final wiring job, I used 8 gauge wire to the headlights, and, even though I could hardly cram it all through the firewall, it still wasn't enough. The one problem I found was that every switch I used in the headlight system created resistance and so I got a drop in power. The resistance was bad because, not only did I have a light switch for the headlights, I had a dip switch to allow for either low or high beam. And 6 volt headlights require all the electricity you can throw at them. Mine at low speeds barely worked. You could hardly see the road. I had to improve the situation somehow.

**I decided to use relays** in order to send as much battery power as possible directly to the filaments. The search began, therefore, for 6 volt relay switches. Six volt relay switches seem hard to find. I tried a number of the usual places, including AVR Import Specialties (formerly Bow Wow Auto, a VW restoring company). Nothing. Admittedly, I didn't try Vancouver. Actually, The Old Car Centre had *one*, but it was about \$90.00...plus I needed two.

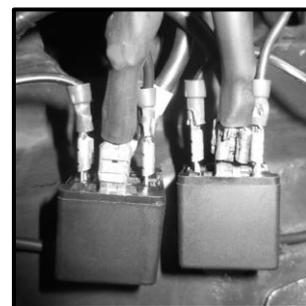
However, thanks to good 'ol online, I turned to Amazon and immediately found and ordered two 6 volt relay switches—one for high beam and one for low beam. Total Cost: \$34.00 *mailed*.

Because there were 5 connectors to sort out on each relay (and no directions), I went back to my computer to ask for (and, immediately got) the wiring schematic for these relays. Gotta hand it to the internet...sometimes.

#### **Here's how I wired them in...**

Basically, I used the dip switch to energize one relay or the other. *Check out the before and after diagrams on the next couple of pages.*

When I had originally wired the lights, I brought a lead from the battery directly to the headlight switch and from there I sent a wire to the dip switch. Wires went from the dip switch directly to the headlights—one set for the high beams and one set for low. Here's what I did. I disconnected the headlight leads that came from the dip switch and instead, using a much smaller gauge wire (16 gauge—the relay needed about *a tenth of an amp* to “energize” it), I sent one lead out of the dip switch and wired it to the energizing side of one relay switch (for low beam) and the other lead out of the dip switch and sent it to the energizing side of the other relay switch for high beam. I didn't disturb the 8 gauge wire that went from the headlight switch to the dip switch. I left that one alone, even though it would be a bit of overkill.



*Not pretty but very effective*

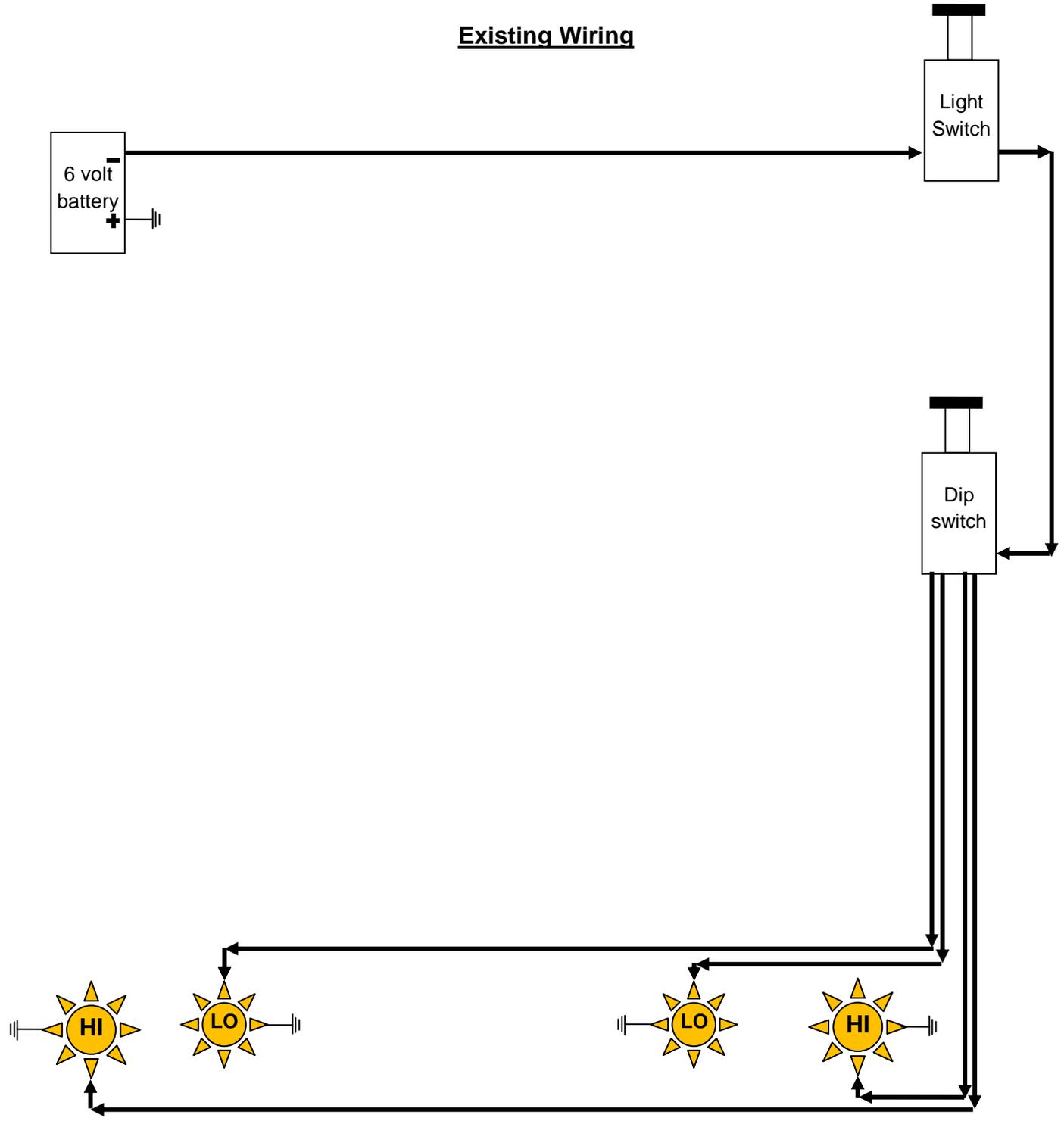
I then brought an 8 gauge wire (fused) directly from the battery to the “power in” side of each

relay, and the original wires that went to the headlights from the dip switch I attached to the “power out” side of each relay. I then attached and grounded each relay to the firewall. Now, when the light switch is turned on, power goes through the dip switch, which energizes the relay, which fires up the lights.

So, in a nutshell, that’s what I did. I have tried them out and they are much brighter at idle. I look forward to having on-coming traffic rudely tell me to dim my goddamn high beams!

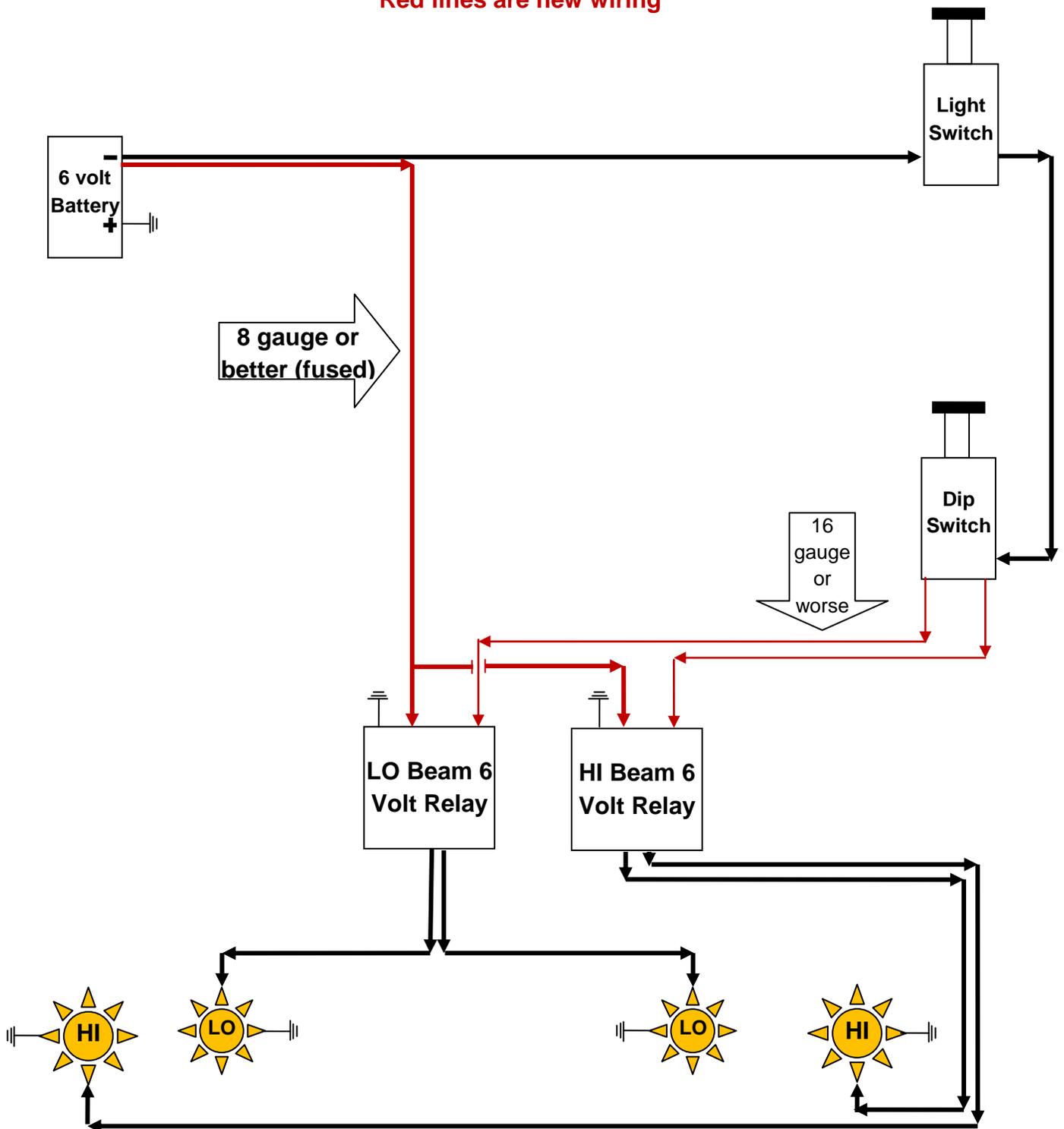
PS. Since installing the relays, I have tried them out on high beam, and, sure enough (and for the first time *ever*), someone flashed their high beams at me. I waved a grateful thankyou to them, but I don’t think they understood my gratitude.

Existing Wiring



### New Wiring

Black lines are existing wiring  
Red lines are new wiring



## Classified Ads

### VEHICLES FOR SALE

#### **\*27 Ford T coupe\***



all metal original body unhopped  
good paint custom frame  
Buick 231 ci V-6 with turbo 350 trans  
Corvette rear end, dropped axle front  
Custom interior and gauges  
Needs nothing , good reliable driver  
qualified for collector plates. \$20,000  
Entered by Neva Ledlin  
Please contact Colleen Davis 250-494-4456

#### **\*1928 Pontiac Landau Sport\***



fully loaded Sedan  
many 1<sup>st</sup> place awards-990 points car  
garage kept  
spare: motor/transmission/drive shaft/  
rear end/extra wheels/generator/starter/shop  
manual and much more  
insured value \$49,900.00  
**REDUCED** ~~\$34,000.00~~ \$26,000.00 obo  
Mike McVay 604.856.9796

#### **1981 Cadillac De Ville 4 door Sedan**

6-8-4 Fuel Injection Automatic  
- original mint condition – only 9958 miles. -  
has been kept in a garage  
-last licensed in 2013 but has been started  
and moved around regularly.  
For more info, price and pictures call Fred or  
Brenda at 250-593-4978

#### **1996 Mustang GT**



4.6 L, 229,000 Km  
One owner  
Original equipment and paint  
Open to offers  
Call Ralph 604-217-0008

#### **1926 Dodge 4 door**

Professionally restored  
\$15,000.00  
Jim 604.308.3487

### PARTS FOR SALE

#### **\*1948-50 Ford ½ Ton Pickup Body Metal\* PRICES REDUCED!**

1 RF fender c/w new aftermarket lower  
extension and necessary patch panels \$300  
1 hood complete but w/o stainless trim \$75  
1 upper grill panel \$10  
1 lower grill panel \$10  
1 lower splash pan (below rad) \$10  
1 hood locking panel \$10  
1 transmission floorboard cover \$10  
2 rad supports \$10 ea.  
2 front fender supports \$15 pr.  
1 RR fender \$50  
1 LR fender \$50  
1 DS inner fender \$10

Open to offers on all parts; some pieces are  
sandblasted and all are in restorable  
condition; additional photos available upon  
request.

Rick 604-854-3584 or [rsunger@telus.net](mailto:rsunger@telus.net)

#### **261 GM truck engine, not Pontiac**

Fresh from the truck and complete.  
Great look for your early Chev  
car or truck, extra horsepower and oil  
pressure. This engine was well serviced as it  
came from a piece of mine equipment and  
was looked after. Will need rebuilding,  
stored inside.  
\$600.00

Check this at

<http://www.jimcartertruckparts.com/Articles/261-Engine.php>  
Fraser Field  
604.826.6826

[fraser@canadiancoasters.ca](mailto:fraser@canadiancoasters.ca)

#### **Rims and Tires**



near new covair American racing rims and  
tires  
\$ 750.00

Ben Campen [bencampen@gmail.com](mailto:bencampen@gmail.com)

#### **1957 Ford Ret. Rack**

Gordon Stebanuk  
604.230.7833

#### **1963 Pontiac Tempest Convertible**

Gordon Stebanuk  
604.230.7833

### WANTED

#### **Oil pan for a Chevrolet 235**

Chev made two designs, one with  
both sides straight and one that has  
one side with a curve. I need one  
that has both sides straight.

Fraser Field  
604.826.6826

#### **1962 Chevrolet Impala Convertible Parts**

Roy Shull  
604.512.0225

#### **1991 Dodge Dakota pickup hubcap**



6 inch diameter

After a flat tire, ended up with only  
the internal wire retaining part  
Jack Woolard 604-820-4784

#### **Carburetor Linkage**

for Chev 216, 235 or 261  
this is the part that comes from the  
pedal to the carb.  
Fraser

#### **1951 Can. Pontiac Sport Coupe- 6cyl**

Ian Newby  
604.618.2537

#### **Powerglide Automatic Transmission**

for 1957 6 cyl Chev  
Rick Unger for Larry W.  
604.826.3354

#### **1955-57 International Harvester Rear Fenders**

Ben Garcia 6778.982.2286

#### **Buffalo Parks Badges**

Leroy Clingwall 604.859.4537

#### **Military Vehicles**

Ian N. 604.618.2537

#### **Engine stand \$40**

Leroy 604-855-1334

#### **1965 Falcon Interior**

Gerald 604.615.7352

**VEHICLES FOR SALE****1923 Ford Hot Rod**

1923 Ford Steel Bucket  
new box frame  
new running gear and suspension  
rebuilt 3.8 Litre Ford V-6  
Asking \$23,500.00  
Steve Williams  
604-381-2800 (H)  
604-240-9610 (C)

**66 vw**

restored  
Am radio, Roof rack  
\$20k  
Doug Taylor

**1954 Kaiser**

Leroy Clingwall  
for Jake Wiebe 604.850.3545

**1941 Chevrolet**

Special Deluxe 6 cyl.  
Midnight blue \$18,800  
Ray Lamb  
Lambsend@telus.net  
Ph 604-220-6079 or  
250-752-2550

**PARTS FOR SALE****1938 Olds 6 Front End Sheet Metal**

Les Shaw  
604.341.3433

**Model A Engine**

Short blocks plus head and oil pans  
CA-30003 July 1928  
CA-34315- August 1928  
Cyl .060 - Mains .030 - Rods .050  
CAA 144692 – July 1930-truck  
CAW 3372 – February 1930  
Asking \$100.00 each  
Gary 604.313.7937 or  
[vintagespice@gmail.com](mailto:vintagespice@gmail.com)

**1973 Simca 1204 Parts**

Jim Foulkes 604.576.7426

**1950ish Dodge/Plymouth Parts**

Jim Foulkes 604.576.7426

**Hubcaps**

1965 Mustang spinner caps –full set in nice condition.

1974-78 Eldorado caps. full set. Driver quality

1955-56 Ford Fairlane/T-bird caps. 2 only.  
Driver quality

1967-68 T-Bird caps. 3 only. Driver quality

1973-77 Mercury Marquis Turbine caps. 2  
only Driver quality

1950-52 Buick caps. 2 only

Driver quality

E-mail for photos or prices

[martynhough1@gmail.com](mailto:martynhough1@gmail.com)

**WANTED****Ford Flathead Engine**

59A, 69A, or 79A  
Cliff Haller 604 940 0997, 604 813  
8077 or  
email [cliffhaller3531@gmail.com](mailto:cliffhaller3531@gmail.com)

**MISCELLANEOUS FOR SALE****Power Ventilator Fan****Model FX 8**

Almost new-used twice  
assembled by Fantech in Florida  
using a German manufactured  
motor  
runs on 115 volts and uses 1.08 amp  
Speed is up to 2580 rpm  
very strong - vent outlet is 8 inches  
New model price \$182.00 (US plus  
tax & shipping)  
**reduced** asking \$50.00 obo  
Jack Woolard 604-820-4784

